



**Parks and Recreation Department**  
City of Frisco, Texas

**To:** Honorable Mayor Maso and Members of the Frisco City Council

**From:** Dudley Raymond, R.L.A.,  
CIP & Planning Manager

**CC** George Purefoy, City Manager  
Henry J. Hill, Deputy City Manager  
Rick Wieland, Director of Parks and Recreation

**Date:** November 6, 2008

**Subject:** Hike and Bike Master Plan Revision

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**Background Information:** In July of 2007, the City of Frisco engaged HNTB to perform an update to the 2002 Hike and Bike Master Plan. The update was needed for several reasons:

- Update maps and graphics to reflect current development
- Coordinate connection points along northern and eastern edge of the City
- Document all the trails that have been constructed
- Study mid-block crossings

The Parks and Recreation Board appointed a member of the cycling community and a citizen to assist them in giving direction to HNTB to review the recommended modifications to the Master Plan. HNTB met numerous times with this group in public meetings as they progressed through the Master Plan Revision.

Staff also met with members of the cycling community outside of these meetings. In these separate meetings, we discussed the cycling community's desired location of on-street trails, as well as discuss the need/desire for the three feet of additional paving for a bike lane.

HNTB and staff met with our neighboring cities to the east and north to coordinate connection points. HNTB also met with Staff on numerous occasions to gain input on the modifications that needed to be addressed outside of those issues listed above.

The main issues that arose during the revision process were:

1. There was a concern regarding the amount of area the City requires between a street and a screen wall or fence. The Parks and Recreation Board was concerned that there was not enough room for pedestrians and cyclists. Staff explained that the areas of town where the Board Members were citing were areas developed using past standards. The new standards allow for additional width. Staff further explained the possible opposition from the development community, as well as the cost associated with securing this additional buffer.
2. The Board indicated the desire for more grade separated intersections of motor vehicles and pedestrians/cyclists. Below grade crossings have been incorporated into the plan where possible. The consultants explained the difficulty and cost associated with pedestrian bridges over roadways. In addition, the City of Frisco is the head water source to 4 creek systems. The majority of our streams are not very deep, making these crossings difficult.
3. The cycling community asked for additional roads to be designated as bike routes. Their request was incorporated into the plan.
4. Another concern addressed was the need to stripe bike lanes within the roadways. After much discussion, it was agreed that the better option is to not stripe the lanes because motor vehicles do not use that portion of the road, and it collects debris. The gutter line stays cleaner if a bike lane is not striped.
5. The cycling community asked that roadways be restriped to allow for two 11' lanes and one 14' lane. Staff, as well as the consultants, discussed this with the Board. The plan indicates that this striping will be looked at on a "case by case" basis in the future. The road must meet a list of criteria to be considered for restriping in this configuration.
6. The requirement for roadway paving to be 3' wider on bike routes has been removed from the plan. Both the Board and the cycling community were in agreement with this modification.

**Proposed Changes:** The major changes from the previous plan are:

1. Revised plan graphics to show all existing trails and development of the City of Frisco

2. Recommendations on mid-block crossings
3. Elimination of extra-paving along thoroughfares for bike routes
4. Increased number of thoroughfares identified as bike routes
5. Coordination of key nodes for connectivity with our neighboring cities
6. Development of an implementation plan

Through the development of the implementation plan, a number of trails have been identified that, with some in-fill projects, could start to develop an interconnected trail network. Should Council approve the Revised Master Plan, which includes the implementation plan, a number of these in-fill projects could be constructed over the next 5 years, as funding is available. The implementation plan also calls for signs to be placed along bike routes to help cyclist who chose to ride in the streets. These signs will mark routes, as well as alert motorists that the cyclists have the right to share the roadway.

**Board Review/Citizen Input:** The Parks and Recreation Board has approved the Plan and recommends approval. The Planning and Zoning Commission has recommended amending the Comprehensive Plan to reference the Revised Hike and Bike Master Plan, contingent upon Council approving the revised Plan.

**Financial Considerations:** Funding for items identified within the Plan will be allocated in the future through the CIP plan.

**Legal Review:** Not Applicable.

**Supporting Documents:** Attached is a copy of the Revised Plan.